

## East End Bridge Final Aesthetic Design



The chosen color for the East End Bridge is a warm gray, which allows it to blend into its environment. Advisory teams helped pick the color.



The pedestrian walk-and-bike path along the East End Bridge features a curved 6' fence with horizontal cables, which provide safety as well as an unobstructed view.

[www.kyinbridges.com](http://www.kyinbridges.com)

## Riverlink – Managers' Column

The public stakeholder groups that have worked so well with Bridges Project design engineers helped us move from the bridge type selection process into the aesthetic design phase for both spans. This public involvement process is vital to our progress, with our Area Advisory Team and Historic Preservation Advisory Team members playing an important role in the selection of design elements such as lighting, color, barriers and sign supports.

### Web site

This spring marked the launch of the redesigned Bridges Web site ([www.kyinbridges.com](http://www.kyinbridges.com)). Visitors will note a number of enhancements, including state-of-the-art mapping technology, easier navigation throughout the site and improved graphics and photographic images. We encourage you to continue

providing feedback and sending your questions through the Web site's on-line contact form. (See cover story for more info.)

### EDI Program

The Kentucky Disadvantaged Business Enterprise program continued to reach out to the region's small, woman- and minority-owned businesses through its Entrepreneurial Development Institute (EDI). The EDI workshops, utilizing a curriculum called "FastTrac," help business owners assess their readiness to bid for the Bridges Project and other transportation projects.

As always, thank you for your involvement in the Ohio River Bridges Project.

Matt Bullock, Interim Project Manager  
Kentucky Transportation Cabinet

Paul Boone, Project Manager,  
Indiana Department of Transportation

George Jones, Project Manager,  
Federal Highway Administration

Community Transportation Solutions –  
General Engineering Consultants  
Forum Office Park III  
305 N. Hurstbourne Parkway  
Louisville, KY 40222



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• SPRING 2008

# RiverLink

## Redesigned Bridges Web site features unique mapping – [kyinbridges.com](http://kyinbridges.com)

The newly redesigned Web site for the Bridges Project offers users many new important benefits, including improved mapping function, greater visual appeal and easy-to-use navigation.

"One of the primary reasons for redesigning the Web site is to enhance its primary function, which is to give members of the community and other interested parties the information and tools they need to understand and interact with the project," said Paul Boone, project manager of the Ohio River Bridges Project for the Indiana Department of Transportation.

The new mapping function is integrated with Google Maps, thus providing users with more accurate information about areas involved

in the project. The public will be able to see where the proposed roads and right-of-way lines will be located.

For users to be able to navigate the site in a more effective manner, many adjustments were made.

"By improving the functionality and 'user-friendliness' of the site, the public will have access to a valuable resource," said Matt Bullock, interim project manager for the Kentucky Transportation Cabinet. "The new site will give the public the best and most accurate information available."

Two features from the old site—the Neighborhood News and Media Newsroom sections—have been combined on the new site, offering the public and the media the same amount of information in one comprehensive section.

"Our main goal was to improve the ability of users to find what they were looking for in an easier fashion," Boone said. "By enhancing the visual appeal of the site, changing the navigation and layout and consolidating some sections, what we have is a site with both improved function and form."

In addition, the new site features significantly more information about the project. Users can find more than 150 pages of content and approximately 200 downloadable files. Notable information such as the project's Initial Financial Plan, the Record of Decision and Section 106 Memorandum of Agreement can be accessed.

"This Web site is incredibly content rich with information about the project that dates back to its beginning," said Bullock. "Anyone who wants to learn about the project has access to volumes of information. This site provides the public with a more useful tool to understand and interact with the Bridges Project," he said.



The redesigned Bridges Project Web site features state-of-the-art mapping technology, easier navigability and enhanced graphics.

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## Financial Plan approved by Federal Highway Administration

The Federal Highway Administration (FHWA) has approved, as submitted, the initial financial plan for the multi-billion dollar Ohio River Bridges Project. The document outlines project costs, schedule and funding mechanisms through completion of the project.

"We are pleased that the Federal Highway Administration has confidence in the plan we have outlined," said Matt Bullock, Interim Project Manager for the Kentucky Transportation Cabinet. "This is an important milestone in the process of building the bridges."

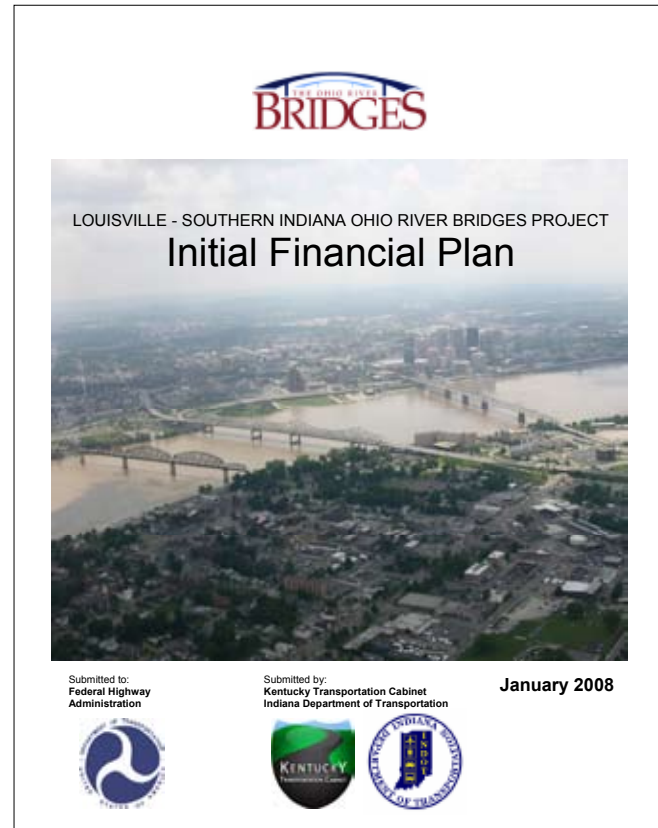
A Financial Plan is required by the FHWA for all federally funded projects costing more than \$100 million and must consider the effect of inflation on project costs. The financial plan will be updated on an annual basis.

### Cost

The cost estimate for the project in year-of-expenditure dollars is \$4.1 billion. Kentucky's share is estimated to be 70 percent, or \$2.92 billion, and Indiana's share is estimated to be 30 percent, or \$1.15 billion. Of Kentucky's share of the cost, the Kennedy Interchange comprises more than half at \$1.75 billion. As part of the annual update process, the state transportation agencies will continue to monitor and adjust the cost estimate as the project progresses and economic conditions change.

### Schedule

Based on the funding scenario outlined in the plan, the states estimate the project completion date at 2024, with the East End Bridge opening to traffic by 2014 and the Downtown Bridge opening to traffic by 2020. Completion of the Kennedy Interchange is projected for 2024.



The entire 77-page financial plan is available on the bridges Web site at [www.kyinbridges.com](http://www.kyinbridges.com). Click on the "The Project" tab on the Web site's home page.

## Utica, Indiana gets ready for the East End Bridge

Work is underway in Southern Indiana in preparation for the East End Bridge's Indiana approach. Several homes that sit in the path of the bridge's approach have been razed. The homes were in the Boulder Creek subdivision and were purchased more than a year ago from the developer. Talks with individual homeowners in the right-of-way areas haven't begun yet, but will take place as design plans develop.

The engineering firm Burgess & Niple was brought on board recently as the lead engineering firm managing design activities, right-of-way acquisitions and utilities relocation. "We're busy working on design," said Scott Sondles, Burgess and Niple's project manager for the Indiana East End Section. "As we progress, we will meet with residents to get their input on this important project."

Plans for Indiana's East End Approach at Utica feature a six-lane, four-mile extension of IN-265 from its current end point at Indiana

State Route 62 to the proposed Ohio River Bridge near Utica. The section will include the addition of a full interchange at Old Salem Road and reconstruction of the IN-265/IN-62 Interchange.



Work has begun in the Indiana East End Approach section. Engineers are designing ways that will modify IN-265 at S.R. 62 near Utica, and other physical elements of this area.

## Computer Simulation Technology helps bridge engineers test navigability around piers

The same computer simulation technology used to train airline pilots helped design teams for the Downtown and East End Bridges test navigability around the two bridges, even before they are built. Design engineers on the project gathered recently at the Seamen's Church Institute (SCI) in Paducah, Ky., where barge pilots performed simulated navigations in a variety of weather scenarios and river conditions.

SCI uses life-size pilot wheelhouses and sophisticated computer software and imagery to produce a simulated river environment.

The Bridges Project simulations included:

- Visual imagery of navigationally significant features, such as lights, buoys, docks, locks, coastline and piers.
- Simulated river currents for various river stages and water depths.
- Various construction phases and equipment, such as cranes and workboats used in bridge construction.

Seven river captains and pilots took part in the simulations, which ranged from normal river conditions to 100-year flood stage. Each exercise took 30 minutes, and both of SCI's "virtual" wheelhouses were used. Representatives from the Coast Guard were on hand to monitor responses in the exercises.

The pilots offered feedback and advice based on their experiences in the simulator. The information gathered has been provided to the Coast Guard and to the bridge design teams, who will make use of the pilots' input as the bridge design process continues.



A barge pilot looks out on a simulated river scenario from one of the Seamen's Church Institute's computerized wheelhouses. The simulations help bridge design engineers assess navigability in the vicinity of the new spans based on various environmental conditions.

## SECTION DESIGN UPDATES

### Kennedy Interchange Approach-

- A second round of geotechnical investigations are taking place this spring in the Spaghetti Junction area. This geotechnical investigation is to provide additional information for the foundation design of the selected structures. The first geotechnical samples were taken in 2006.

### Downtown Bridge-

- Members of the Kentucky and Indiana Downtown Bridge Area Advisory Teams (AAT) were presented with aesthetic design concepts in Jan. 2008. These plans were previously presented to the Kentucky and Indiana Historic Preservation Advisory Teams (KHPAT) in December. The bridge's design team met again with the HPATs and the AATs in late March to review recommended aesthetic details in the final of three planned workshops. The open house schedule for the public to review is April 22, 6-8 p.m. at 300 Spring Street in Jeffersonville and April 24, 6-8 p.m. at the Frazier History Museum on Main Street in Louisville.

### Downtown Indiana Approach-

- Historic and environmental preservation activities continued in preparation for design work in the Indiana Downtown Approach. The project's Section 106 Memorandum of Agreement mandates that a "reasonable effort" must be made to relocate five houses in the Old Jeffersonville Historic District to other vacant lots within the District. Two independent house-moving firms have determined that the homes could feasibly be relocated.

### Kentucky East End Approach-

- The East End Kentucky Approach design team will host a series of neighborhood meetings to discuss the result of the noise barrier analysis with area residents. These meetings will continue through 2008.

### East End Bridge-

- Members of the East End Bridge design team presented recommendations from the three workshops that were held in 2007 to a combined meeting of the Kentucky and Indiana HPATs in February. These workshops included presentations for the aesthetic elements of the section, including such items as tower shape, color and lighting.

### Indiana East End Approach-

- Design activities began in late 2007 when the East End Indiana design team received their Notice to Proceed from INDOT. Engineers from the East End Indiana design team immediately initiated coordination activities with the East End Bridge engineers.